



**LEGACY BUSINESS PARK
FIRST AMENDED
PLANNED AREA DEVELOPMENT**

**East of the northeast corner of Ellsworth Road and Pecos Road
9560 East Pecos Road
Case No. ZON23-00548**

**Submitted: July 10, 2023
Resubmitted: August 14, 2023
Second Resubmittal: September 13, 2023
Public Hearing Submittal: September 20, 2023**

LEGACY BUSINESS PARK AMENDED PLANNED AREA DEVELOPMENT

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I. PROJECT OVERVIEW

DSV Air & Sea, Inc. (“DSV”) is proposing to develop ± 87 acres, a portion of Maricopa County APN 313-25-879 (the “Property”), located approximately 1,200’ east of Ellsworth Road and north of Pecos Road. (See Aerial Map Attached: **Exhibit ‘A’**)

DSV, a Danish transport and logistics company, is planning to develop the Property into a regional corporate headquarters and distribution hub with approximately 1,662,315 square feet of warehouse space, truck courts, and logistics space, four (4) satellite offices at 2,580 square feet per office for a total of 10,320 square feet, and a 2-story, 30,000 square foot corporate office (the “Legacy Business Park Project”). DSV provides their clients with a one source solution for warehousing, distribution, transportation, and value-added services across multiple industries, all under one roof. The proposed logistics facility is envisioned as a strategic hub for transport throughout the United States due to its proximity to the Mesa Gateway Airport/SkyBridge with an expedited, joint U.S.-Mexico Customs inspections facility and other major transportation corridors (e.g., State Route 24, Loop 202/Santan Freeway, Interstate 10, freight rail network existing/proposed, etc.). The strategic location provides for an efficient and cost-effective multimodal transportation system for DSV while also promoting economic opportunities and long-term sustainability in this area of Mesa.

The Property is currently vacant and was annexed into the City and rezoned to Light Industrial (“LI”) with a Planned Area Development overlay in 2022 (Case No. ZON22-00268) (the “2022 PAD”) to accommodate a large-scale light industrial development. The 2022 PAD amended typical and commonly requested industrial development standards (e.g., parking, setbacks, design, etc.) to accommodate a large-scale light industrial user(s). This application seeks to update the 2022 PAD to accommodate DSV’s current proposal. As a companion to this PAD Amendment application, we are also seeking concurrent Preliminary Site Plan and Design Review approvals for DSV’s proposed regional/corporate headquarters and hub facility on the Property.

City of Mesa Plans/Zoning

The Property is designated as Mixed-Use Activity within the City’s 2040 General Plan and abuts the City’s Pecos Advanced Manufacturing Zone (PAMZ) south, which envisions the area developing with high-skilled technical manufacturing and ancillary uses. The Property is also within the Gateway Area Business District and the Mesa Gateway Strategic Development Plan – the “Logistics and Commerce District.” As previously approved in 2022 for a similar type of industrial use, the proposed Legacy Business Park Project development by DSV is compatible within these city plans.

The Property is located within Airfield Overflight Area-2 (“AOA-2”), due to its general proximity to the Phoenix-Mesa Gateway Airport. The Airfield Overflight Area is an overlay zone to provide compatibility and airspace protection for the airport. AOA-2 corresponds to those areas exposed to long-term future noise (DNL 60 to DNL 65) and identifies incompatible uses such as: residential, hospitals, schools, etc. The proposed Legacy Business Park Project development by DSV fits within the AOA-2.

The City's LI zoning district accommodates the planned uses and development standards for the project, while the PAD overlay (as amended) seeks appropriate modifications for the DSV project. The proposed modifications to the LI PAD zoning are consistent with the City's General Plan and the zoning of nearby properties now and in the future. DSV's proposed industrial project is well-suited for the immediate area and compatible with planned and existing development. The Property is ideally located just south and east of Mesa Gateway Airport – the second major airport serving the Greater Phoenix metro region – and within easy access to the nearby State Route 24 freeway extension and Loop 202 freeway, which are important regional transportation corridors.

As previously noted, the proposed Legacy Business Park Project development by DSV is consistent with the desired land uses for the area as identified in the City's planning and policy documents, which include manufacturing facilities, large warehouses, distribution facilities, planned employment parks and other similar uses. Simply put, uses in the area should be compatible with the increasing over-flight activity of the adjacent airport as well as the need for continued growth of employment and businesses to this part of the city of Mesa.

The proposed Legacy Business Park Project development by DSV will be in conformance with the city of Mesa's many goals/objectives/policies for this area by providing for an appropriate, airport-adjacent use (i.e., a corporate headquarters, distribution, warehouse, and transporting facility).

Site Layout

The Legacy Business Park Project will be developed in a single phase. The overall development will include approximately 1,662,315 square feet of warehouse space, truck courts, and logistics space, four (4) satellite offices at 2,580 square feet per office for a total of 10,320 square feet, and a 2-story, 30,000 square foot attached corporate headquarters building. The revised proposal includes two (2) direct access points along Pecos Road for both truck/visitor/employee access/parking and the potential for an exit-only connection to Ellsworth Road via the abutting 53-acres to the west for trucks accessing the freeway/airport. (See Preliminary Site Plan Attached: **Exhibit 'B'**).

Building Design

The proposed building is designed to have 50-foot internal clear heights between bays, which results in an overall building height of a maximum of 60', which is consistent with the approved LI PAD zoning. Exterior wall design is concrete tilt panel construction, with large semi-uninterrupted volumes, with added emphasis on the regional headquarters that will be visible from Ellsworth Road.

Inspired by Scandinavian design, the proposed building utilizes clean lines, glazing for natural light, and neutral tones to create a sophisticated contemporary design. The headquarters/office component on the building's west façade, which is the primary entrance and focal point of the building, will feature ample windows and distinctive aluminum louvers overtop a glass curtain wall for enhanced distinction and natural light within the entry atrium. The north and south sides of the regional headquarters feature

textured concrete, vision glass, and balconies with black metal panels and glass guardrails to allow for outdoor breaks and enjoyment. The remaining sides of the building will utilize textured precast concrete cladding with clean stamped lines, large vision windows, pop-outs and recesses, and varied parapet heights to break-up the façade and create architectural movement.

Landscape and Amenity Concept

The landscape design is devised to complement the Scandinavian designed building architecture and overall site layout while providing an attractive, low-water landscaping solution. Landscape buffers are provided along the street frontage and complemented with parking lot screen walls. The spacing and concentration of required planting quantities will be strategic to enable desired views into the site while screening parking and other undesirable views. Where public viewing needs to be screened, a concentrated mix of deciduous and non-deciduous plant material will be provided. (See Preliminary Landscape Plan Attached: **Exhibit 'C'**).

The Preliminary Landscape Plan illustrates the potential to divide the common open space amenity into many featured areas throughout the site that can be improved for the benefit of the employees and guests. The project will feature three (3) common amenity areas totaling 16,000 square feet (approx. 1% of the gross building area). The common areas will generally be located near building entries and logical/strategic areas for employees and guests to gather in comfort.

The common/amenity areas will be designed and arranged as usable, functional spaces and be furnished with shaded and open eating, seating, and gathering amenities such as tables, benches, chairs, waste receptacles, and planters. Plant material will be selected for color, texture, scale, and seasonal flowering and placed in a thematic pattern to reinforce the landscape theme throughout the project. Final details of the project's landscape design will ultimately be discussed and resolved with the concurrent Design Review Board application.

Infrastructure / Utilities & Drainage

Water will be provided to the Property by the city of Mesa and is available from existing infrastructure within Pecos Road. DSV will construct and install the necessary water line within the proposed private drives, which will complete a loop system to adequately provide life-safety fire suppression for the proposed development. Sewer will be provided to the site by the city of Mesa and is available. Sewer connections will be extended to tie-in to the city of Mesa's system.

As previously stated, access to the Property will be provided by two (2) driveways from Pecos Road. Pecos Road, in front of and abutting the north half of the Property, will be improved per City standards, including the installation of curb, gutter, paving and sidewalks, as well as streetlights and frontage landscaping as required by the city. Street tapers/transitions along Pecos Road will also occur within the Pecos Road improvements area for the proposed development, as needed, and will occur in front of and abutting the

north half of the Property. An additional exit-only driveway access point to Ellsworth Road is contemplated and will be coordinated with the city of Mesa.

The grading and drainage for the Property will be designed to retain the 100-year, two-hour storm event in accordance with the City's drainage design guidelines. Storm drainage will be conveyed via internal drains or external downspouts designed for the building with overflows crossing the parking lots and dock areas into catch basins or curb openings that will outfall to a combination of surface and/or underground retention areas. To maintain the area's historical drainage pattern, there is ongoing coordination with the city of Mesa and the adjacent property owners regarding the final design and development of the regional drainage channel along the Property's Pecos Road frontage, which a conceptual design was approved with the 2022 PAD.

II. RELATIONSHIP TO ADJACENT PROPERTIES

The Property is surrounded by vacant land currently zoned Maricopa County RU-43 and IND-2. The adjoining property to the north accommodates athletic fields and courts as part of the Legacy Sport Complex. The properties to the east are planned or approved to accommodate industrial projects of similar size/scale. The Legacy Business Park Project is a natural extension of the adjacent industrial developments and will fit nicely with and provide additional business opportunities along this corridor.

It is worth noting, the Pecos Industrial Rail Access and Train Extension ("PIRATE") Project is anticipated to be less than a 1/4-mile south of the Property. PIRATE is a public/private opportunity to invest in high-skilled American manufacturing jobs while reducing greenhouse gas emissions and local air pollution by taking over 29,000 truckloads off U.S. highways and local roadways each year. The Legacy Business Park Project will be able to capitalize from this opportunity and its proximity to PIRATE should they choose. The location of the Property is optimal and will help drive continued economic growth and job creation for the city.

With that being said, the Legacy Business Park project is consistent with and compatible with existing and anticipated uses in the area.

III. AMENDED PLANNED AREA DEVELOPMENT (PAD)

The purpose of this application is to request modifications to the 2022 PAD to accommodate DSV's current development proposal. The Legacy Business Park PAD is specifically tailored to provide assurances of a high-quality project, while also providing needed flexibility to accommodate this large-scale light industrial development.

A. Permitted Uses:

All uses allowed under the current city of Mesa Light Industrial (LI) zoning district are permitted within this proposed PAD.

B. Development Standards & Table:

The development standards of the Light Industrial (LI) district shall apply unless otherwise modified by this PAD and specifically this section. The table on the following page provides the common development standards for development in the LI district along with the 2022 PAD approved and those standards provided for in this PAD. Deviations from the LI district are noted with double asterisk (**). Further detail and justification for the deviations are provided in Section C below.

Employment District – LI Development Standards (Table 11-7-3)			
** Denotes deviation requested from the Approved 2022 PAD			
Standards	LI Zoning Ordinance Standards	Approved 2022 PAD Overlay Standards	Proposed Amended PAD Standards
Lot and Density Standards			
Minimum Site Area (acre)	1.0	1.0	1.0
Minimum Lot Width (ft)	100	100	100
Minimum Lot Depth (ft)	100	100	100
Building Form and Location			
Maximum Height (ft)	40	60	60
Minimum Setback along Property Lines or Building and Parking Areas			
Front and Street Facing Side	Arterial Street: 15 ft Major or Midsection Collector: 20 ft Industrial/Commercial Collector: 20 ft Local Street: 20 ft Freeways: 30 ft for buildings, 15 ft for parking structures	Industrial/Commercial Collector: 20 ft Pecos Road = 20 ft	Industrial/Commercial Collector: 20 ft Pecos Road = 20 ft
Interior Side and Rear: Adjacent to AG, RS, RSL or RM Districts	1 ft. of setback for each foot of building height with minimum 20 ft. setback.	1 ft. of setback for each foot of building height with minimum 20 ft. setback.	1 ft. of setback for each foot of building height with minimum 20 ft. setback.
Interior Side and Rear: Adjacent to Commercial and PEP Districts	1 ft. of setback for each foot of building height with minimum 20 ft. setback.	1 ft. of setback for each foot of building height with minimum 20 ft. setback.	1 ft. of setback for each foot of building height with minimum 20 ft. setback.
Interior Side and Rear: Adjacent to LI, GI, or HI Districts	0 (none) for a building setback	0 (none) for a building setback	0 (none) for a building setback
Minimum Separation between Buildings on Same Lot (ft.)	0 (none)	0 (none)	0 (none)

General Site Development Standards (Chapter 11-30)			
Outdoor Storage	<p>Table 11-30-7:</p> <p>Permitted anywhere on a lot, subject to the standards of this Section.</p>	<p>Table 11-30-7:</p> <p>Permitted anywhere on a lot, subject to the standards of this Section.</p>	<p>Table 11-30-7:</p> <p>Permitted anywhere on a lot, subject to the standards of this Section.</p>
Screening	<p>Parking Areas: 11-30-9(H):</p> <p>Parking areas and drive aisles shall be screened from street(s) with masonry wall, berm or combination of walls/berms.</p> <p>11-30-9(H).6:</p> <p>When using a screen wall there shall be a landscaped setback of at least 5 feet between the screen wall and the parking area.</p>	<p>Parking Areas: 11-30-9(H):</p> <p>Parking areas and drive aisles shall be screened from street(s) with masonry wall, berm or combination of walls/berms.</p> <p>11-30-9(H).6:</p> <p>When using a screen wall there shall be a landscaped setback of at least 3 feet between the screen wall and the parking area.</p>	<p>Parking Areas: 11-30-9(H):</p> <p>Parking areas and drive aisles shall be screened from street(s) with masonry wall, berm or combination of walls/berms/landscaping.</p> <p>11-30-9(H).6:</p> <p>Along Pecos Road only, when using a screen wall there shall be a landscaped setback of at least 3 feet between the screen wall and the parking area.</p>
	<p>Trash and Refuse Collection Areas: Section 11-30-12:</p> <p>1. General Applicability Requirements. Solid waste and recycling container enclosures are required for new dwelling groups consisting of 4 or more dwelling units and for all commercial or industrial developments in which the aggregate gross floor area exceeds 10,000 square feet.</p>	<p>Trash and Refuse Collection Areas: Section 11-30-12:</p> <p>1. General Applicability Requirements. Solid waste and recycling container enclosures are not required when located within truck loading and trailer parking courts. Enclosures located outside of these areas will follow standards requirements or approved alternatives of Section 11-30-12.</p>	<p>Trash and Refuse Collection Areas: Section 11-30-12:</p> <p>1. General Applicability Requirements. Solid waste and recycling container enclosures are not required when located within truck loading and trailer parking courts. Enclosures located outside of these areas will follow standards requirements or approved alternatives of Section 11-30-12.</p>

**Screening
(Continued)**

Truck Docks, Loading and Service Areas:

Section 11-30-13(B):

In all districts except the GI, and HI districts, truck docks, loading areas and service areas must be located at the rear or side of buildings, rather than facing a street.

Section 11-30-13(C):

Docks, loading and service areas in any district except the GI and HI districts shall be screened from public view. Screening shall consist of a solid masonry wall at least 8 feet in height or opaque automated gates.

Truck Docks, Loading and Service Areas:

Section 11-30-13(B):

Docks, loading, and service areas along Pecos Road, behind the drainage channel, shall be screened with a solid masonry wall at least 10 feet in height. **

Section 11-30-13(C):

Docks, loading, and service areas along Pecos Road, behind the drainage channel, shall be screened with a solid masonry wall at least 10 feet in height.

Truck Docks, Loading and Service Areas:**

Section 11-30-13(B):

Docks, loading, and service areas **along Pecos Road**, behind the drainage channel, shall be screened with a solid masonry wall **or combination solid/view fencing (max. 2'-4" of view fencing) and/or landscaping.**

The screening used or combination of screening used with berm shall be at least 8 feet in height.

A combination thereof of landscaping, solid masonry wall, solid/view fencing, and/or screening option with berm may be used.**

Section 11-30-13(C):

Docks, loading, and service areas **along Pecos Road**, behind the drainage channel, shall be screened with a solid masonry wall **or combination solid/view fencing (max. 2'-4" of view fencing) and/or landscaping.**

The screening used or combination of screening used with berm shall be at least 8 feet in height.

			A combination thereof of landscaping, solid masonry wall, solid/view fencing, and/or screening option with berm may be used.**
On-Site Parking, Loading and Circulation (Chapter 11-32)			
Vehicle Parking Spaces Required	<p>Table 11-32-3.A: Group Industrial Building & Uses:</p> <p>75% at 1 space per 500 sqft plus 25% at 1 space per 375 sqft (779 spaces required)</p>	<p>Table 11-32-3.A: Group Industrial Building & Uses:</p> <p>75% at 1 space per 900 sqft plus 25% at 1 space per 375 sqft (653 spaces provided)</p>	<p>Table 11-32-3.A: Group Industrial Building & Uses**:</p> <p>420 employee & visitor parking spaces</p> <p>(1 space per 4,054 sqft)</p> <p>321 truck bays</p> <p>741 total employee & visitor parking spaces and truck bays provided. **</p>
Bicycle Parking Spaces Required	<p>Section 11-32-8(A)(1)(a): Bicycle and Motorcycle Parking:</p> <p>At least 1 bicycle space per 10 proposed on-site vehicle parking spaces is required. After the first 50 bicycle parking spaces are provided, the required number of additional bicycle parking spaces is 1 space per 20 vehicle parking spaces.</p>	<p>Section 11-32-8(A)(1)(a): Bicycle and Motorcycle Parking:</p> <p>At least 1 bicycle space per 10 proposed on-site vehicle parking spaces is required. After the first 50 bicycle parking spaces are provided, the required number of additional bicycle parking spaces is 1 space per 20 vehicle parking spaces.</p>	<p>Section 11-32-8(A)(1)(a): Bicycle and Motorcycle Parking:</p> <p>Ten (10) long term bicycle parking spots for the main office on the east side</p> <p>Ten (10) long term bicycle parking spots for the secondary office on the west side</p> <p>Five (5) short term bicycle parking spots for the main office on the east side</p> <p>Five (5) short term bicycle parking spots for the</p>

			<p>secondary office on the west side</p> <p>Long-term and short-term bicycle storage to follow U.S. Green Building Council (LEED) definitions.</p> <p>30 total bicycle parking spaces provided</p>
Landscaping (Chapter 11-33)			
Interior Parking Lot Landscaping	<p>11-33-4 (A) Applicability.</p> <p>The interior parking lot landscaping standards of this Section apply to all off-street parking lots containing 10 or more parking spaces. They do not apply to vehicle/equipment storage lots or vehicle and equipment sales lots. In addition, refer to Chapter 32 for additional parking lot standards.</p>	<p>11-33-4 (A) Applicability.</p> <p>The interior parking lot landscaping standards of this Section apply to all off-street parking lots containing 10 or more parking spaces. They do not apply to vehicle/equipment storage lots, vehicle and equipment sales lots, or truck parking, storage, or docking areas. In addition, refer to Chapter 32 for additional parking lot standards.</p>	<p>11-33-4 (A) Applicability:</p> <p>The interior parking lot landscaping standards of this Section apply to all off-street parking lots containing 10 or more parking spaces. They do not apply to vehicle/equipment storage lots, vehicle and equipment sales lots, or truck parking, storage, or docking areas. In addition, refer to Chapter 32 for additional parking lot standards.</p>
Foundation Base along Exterior Walls	<p>11-33-5 (A).1 Exterior Walls with Public Entrances. A 15-foot-wide foundation base shall be provided, measured from face of building to face of curb along the entire length of the exterior wall. For buildings with corner entries, both adjacent walls require a 15-foot-wide foundation base.</p>	<p>11-33-5 (A).1 Exterior Walls with Public Entrances. A minimum 12-foot-wide foundation base shall be provided, measured from face of building to face of curb along the entire length of the exterior wall. For buildings with corner entries, both adjacent walls require a minimum 12-foot-wide foundation base.</p>	<p>11-33-5 (A).1 Exterior Walls with Public Entrances. A minimum 12-foot-wide foundation base shall be provided, measured from face of building to face of curb along the entire length of the exterior wall. For buildings with corner entries, both adjacent walls require a minimum 12-foot-wide foundation base.</p>

C. Amendments to the Approved 2022 PAD Standards

Below is a summary of the development standard modifications being requested for this PAD application along with a justification for each deviation.

1. Screening of Parking Areas.

To clarify this is just along Pecos Road only. Screening the parking area on the west side (i.e., facing towards Ellsworth Road) as shown on the proposed Preliminary Site Plan is not needed due to the fact there is a vacant lot and approximately 1,200' of distance separating this parking area and this street.

2. Screening and Location of Truck Docks, Loading and Service Areas.

The proposed facility will provide more than 1 million square feet of multi-client warehouse and distribution space. Accordingly, the facility will have more than 100 dock doors distributed across the north and south sides of the building. To provide adequate screening for docking and loading operations along Pecos Road, and to ensure that the proposed screening is visually appealing, DSV is proposing to revise the previously approved screening standard to allow for a combination of 8-foot-tall screening via solid walls and/or landscaping/berms. This will help screen this façade as well as provide visual relief along Pecos Road.

3. Parking Spaces Required. Due to the nature of DSV's operations a further parking reduction is requested. DSV commissioned a parking study from Lōkahi Group to confirm that the requested reduction is appropriate, which is included as a part of the request and their study confirms the parking as stated in the development standards chart as modified. DSV is committed to designing functional, useful spaces for their employees and visitors, and they want to ensure that there is reasonable and ample parking based on their anticipated needs while also avoiding unnecessary (heat generating) surface parking areas. The parking reduction is warranted and necessary for DSV and their proposed development.

Also, an appropriate number of bicycle parking for this type of large industrial user is being provided. The convenient/accessible bicycle parking is provided for both visitors and employees that will follow U.S. Green Building Council (LEED) definitions for long-term and short-term storage. Thus, meaning that all bicycle parking will be easily accessible and long-term bicycle parking/storage will be protected from the elements.

4. Site Planning and Design Standards. By virtue of the construction type (tilt-up construction) and the functional use (large-scale warehouse and industrial tenants) strict adherence to all Design Standards is not practical. Specifically, per Ordinance Section 11-7-3, not more than 50% of the total façade may be covered within one (1) single material. Obviously, this is an impossibility for a series of large, concrete, tilt-up construction buildings.

The building structural perimeter is largely comprised of concrete except for openings for doorways, glazing, loading doors, etc. Any alternative materials would need to be “veneered;” applied as an exterior finish on top of the structural concrete panels. On such a large building, with single elevations spanning more than 2,200-feet, 50% veneer coverage is structurally challenging, cost-prohibitive, and counter to the preferred aesthetic appeal or context of the area.

Accordingly, DSV proposes the **following amendments to the City’s Site Planning and Design Standards:**

1. Building facades that are in areas behind screen walls, berms, and/or gates shall not be considered ‘publicly visible’.
2. Use of form liners for concrete wall panels are to be considered separate and distinct materials with different form liners considered separate and distinct from each other, and smooth concrete wall panel finish to be considered separate and distinct from those using a form liner.
3. At least one (1) color variation is to be considered as a separate and distinct material.
4. Horizontal reveal joints shall be considered ‘parapet detailing’. Reveal joints shall be considered part of the subdividing of areas to meet wall articulation requirements.

IV. QUALITY DEVELOPMENT DESIGN GUIDELINES COMPLIANCE

In accordance with the City’s Quality Development Design Guidelines for industrial developments, the Legacy Business Park project will utilize effective site planning, architectural design, landscaping and shade, and other design elements to create an attractive, functional development and mitigate any potential visual impacts. The specific design elements utilized to comply with the City’s Quality Development Design Guidelines are provided below:

A. Site Design:

Building Placement and Orientation

The building has been oriented to provide a strong relationship with the street while screening truck loading dock areas from public right-of-way. Outdoor public spaces for sitting, eating, gathering, etc. will be provided. The regional headquarters and public entry have been placed along the western façade, facing Ellsworth Road, to create a clear point of entry as well as a visually appealing view from this north/south thoroughfare.

Parking Loading and Vehicular Access

The proposed development will have a visitor and employee parking area adjacent to the west façade providing approximately 354 spaces. A separate employee-only parking area with approximately 100 spaces will also be provided on the east side of the building. The visitor/employee parking areas are specifically designed to separate car and truck traffic to minimize the potential for accidents and provide a safe environment for cars and pedestrians. Perimeter parking areas will be buffered landscaped setbacks and screen walls (as appropriate), obscuring views of the parking areas - while still providing lines of sight to the building beyond.

The proposed entry drives will be enhanced with ornamental landscaping and/or decorative/stamped paving/asphalt to emphasize site access locations. Loading and service areas will be clearly delineated to avoid conflicts with pedestrians, employee/visitor vehicles or bikes.

Landscaping and Shading

The streetscape and onsite landscaping will blend naturally. Proposed landscape standards for the project will equal or exceed the size and quantities of plant material referenced in Chapter 11, Section 33 of the Mesa Zoning Ordinance. The proposed landscape theme has been prepared as a Preliminary Landscape Plan that illustrates the layout, quantities, and sizes of plant material. The Preliminary Landscape Plan has been prepared to provide an appropriate level of detail to illustrate the landscape theme for the common areas and the required foundation landscape. Placement and massing are intended to show compatibility with the project's architectural design.

Note: The landscape plans and details in the PAD are preliminary only and may be modified as reviewed and approved by the city during the Design Review process.

The goals for the project landscape include the following:

- Create an attractive low water landscape design that presents a lush and distinctive landscape, enhancing the arterial frontages and screening the interior truck courts.
- Allow for the spacing and concentration of required quantities to create view corridors into the Property and at strategic locations based on the location's architectural features. Where public viewing needs to be screened, concentrate a mix of deciduous and non-deciduous plant material.
- Design hardscape features and site furniture within the common open space areas that compliment with the proposed architecture in a meaningful and complementary manner.
- Design the project landscaping within the common areas and beyond to make the pedestrian network highly visible and convenient with shade.

- Plant material selected for color, texture, scale, and seasonal flowering placed in a thematic pattern can reinforce the landscape theme throughout the project.

The selection of landscape materials prescribed for trees, shrubs, groundcovers, and accents are selected from the Arizona Department of Water Resources low water use plant list for the Phoenix Active Management Area (Phoenix AMA). A conceptual master plant schedule has been prepared and included with the Preliminary Landscape Plan.

The landscaped area for calculation purposes shall include landscape setbacks, parking lot landscaping, individual or shared retention basins, street frontage landscape, foundation planting areas, and all other areas of the Property not containing buildings, structures, or pavement.

The Preliminary Landscape Plan illustrates the potential to provide common open space areas into many featured areas on site that will be improved for the benefit of the employees and visitors. The common open space is conveniently located near the public and employee access points for ease of use. These open space areas will provide shade and deciduous trees for additional seasonal comfort. Final design details will be discussed and confirmed with the concurrent Design Review Board application submittal package.

Exterior Lighting

Building lighting will comply with Ordinance Section 11-30-5 and the fixture design will complement the architectural theme. The building entry areas will be accentuated with accent lighting to help create a focal point. Energy efficient lighting, such as LED, will be used throughout the project and glare will be minimized using soft or reflected lighting. Combined, this will help create a sense of security, but also enhances the pedestrian experience. Lighting will also be down faced so as not to cause night sky pollution or flood onto adjacent properties.

B. Architectural Design:

General Design

The exterior building wall design is concrete tilt panel construction, with large semi-uninterrupted volumes, with additional attention to the regional headquarters and office along the west façade. The use of texture, glazing, tonality, offsets, shadow lines, and other façade treatments will be used to add visual interest and avoid large monotonous facades. (See Conceptual Building Elevations Attached: **Exhibit 'D'**).

On the long sides of the building, the panels are broken up with windows, offsets, tone changes, and varied parapet heights. The building colors have been selected to create a clean, timeless Scandinavian design that will stand the test of time. All fire department fire risers and roof access ladders are located inside the buildings.

Massing and Scale

The massing and scale of the buildings will be broken up using wall texture, color, material changes, shadow lines, and other façade treatments. The building massing and scale is compatible with existing and anticipated developments in the area which will primarily be industrial and manufacturing in nature.

Wall Articulation

The design provides architectural interest and variety that relate to human scale in the following ways.

- Changes in plane - As identified on the elevations and on the building plans with enlarged plan details. Offsets along the facades will create push and pull to break up the façades and add visual depth.
- Change in texture - Through use of concrete patterns.
- Pattern – Reveals are utilized to significantly break up large wall expanses.
- Windows - Low windows, and clerestory windows are utilized.
- Equivalent Elements:

Loading Bays – The loading bays are an integral part of any industrial buildings and make up a significant percentage of the façade. They are a separate and distinct material from the concrete walls. The overhead doors subdivide the façade helping to reduce the scale.

Roof Articulation

The design incorporates elements that have a vertical modulation and/or create the appearance of such. There are height changes appropriate located.

Materials and Colors

The building will be constructed of durable, high-quality materials appropriate for the arid climate.

Service Areas and Utilities

A combination of screen walls and/or landscaping will be used to screen and soften the loading docks, service bays, and refuse enclosures.

V. ALTERNATIVE COMPLIANCE

It is worth noting, DSV also proposes the following amendments to design standards.

1. Building facades that are in areas behind screen walls and gates shall **not** be considered 'publicly visible'.

2. Use of form liners for concrete wall panels are to be considered separate and distinct materials with different form liners considered separate and distinct from each other.
3. At least one-color variation to be considered as a separate and distinct material.
4. Horizontal reveal joints shall be considered 'parapet detailing'. Reveal joints shall be considered part of the subdividing of areas to meet wall articulation requirements.

In addition to all previously stated Amendments to Design Standards (IV.C.), DSV is seeking Alternative Compliance for the following provisions from Section 11-7-3.B of the Mesa Zoning Ordinance:

- a. Publicly visible facades (i.e., viewed from rights-of-way or private property), may not have blank, uninterrupted wall lengths exceeding 50-feet without including at least two (2) of the following: change in plane, change in texture or masonry pattern, windows, or an equivalent element that subdivides the wall into human scale proportions.
- b. Vary building height, providing at least two (2) changes in height or roof forms that are varied over different portions of the building through changes in pitch, plane, and orientation.
- c. All parapets must have detailing such as cornices, moldings, trim, or variations in brick coursing.
- d. Primary entrances along major facades shall be clearly defined with facade variations, porticos, roof variations, recesses or projections, or other integral building forms.
- e. To reduce the apparent massing and scale of buildings, facades shall incorporate at least three (3) different and distinct materials.
- f. No more than fifty percent (50%) of the total façade may be covered with one (1) single material.

Due to the large scale of industrial buildings and the standard method of construction for these buildings, it is challenging to create the same type of detailing that is used on smaller commercial buildings. Multiple changes in plane for the tilt-up walls create structural inefficiencies and are not conducive to this type/size of industrial building. The design team has used a combination of design characteristics (i.e., form, color, texture, and material where logical and appropriate) to give the building visual interest and appropriate scale, where possible. The primary entry for the regional headquarters been designed as a focal point with additional forms, materials, and glazing.

The following proposals shall be considered as Alternative Compliance:

- a. We propose a "change in articulation" in lieu of 50-feet due to the large scale and practical function of the building. The building has been designed with ample articulation along the façades. This articulation includes the regional headquarters

office on the west elevation, windows, changes in tonality and pattern (i.e., reveals in the concrete) and the provision of building height changes (appropriate located) to enhance the visual overall appeal of the building. There is also further articulation and use of accent materials to define certain areas and to add visual interest.

- b.** Change in plane happens at offset panels which create shadow lines and plane change. Changes in pitch, plane and orientation are achieved through the incorporation of color, forms and textures into the façade design as well as height changes. We feel that the addition of a cornice or cap element to these panels would weaken the massing and would minimize the “change in plane” that is in place.
- c.** The varied materials include painted/integral concrete, board form concrete, reveals in the concrete, painted metal, glass, and color changes. As noted, we are proposing that the different use/treatment (e.g., reveals, etc.) of concrete be treated as distinct materials. The proposed elevations include a table with a detailed breakdown of the various façade elements. It is worth noting, overhead doors are an integral part of industrial buildings and make up a significant percentage of the façade and they break up the façade helping to reduce the scale.
- d.** The proposed elevations have a table with a detailed breakdown of the various façade elements. The concrete tilt wall construction which is common for these types of buildings and the design team has worked diligently to ensure that there are visual elements of interest via the color, material and/or texture, windows, etc. along the façades.

VI. PHASING

It is anticipated that the development will occur in a single phase. Development/improvement plans will be submitted to the city of Mesa to ensure proper and orderly development with adequate access, circulation, parking, drainage, etc. for the development. Offsite improvement plans in front of and abutting the north half of the Property along Pecos Road may be phased as necessary and approved/agreed to by the city and developer to allow for the opening/operation of all or a portion of the building/site.

VII. SUMMARY

In summation, the Property is appropriately situated for a state-of-the-art regional hub to accommodate DSV’s operations. This area has long been anticipated as a major employment/industrial hub and this application represents a significant step towards that vision. The minor deviations from the 2022 PAD approved standards through this amended PAD and updated Preliminary Site plan are consistent with high-quality industrial and employment projects which is appropriate for the area. The Legacy Business Park PAD will continue to complement the surrounding area and provide substantial benefits and employment opportunities to the city of Mesa.

TAB A

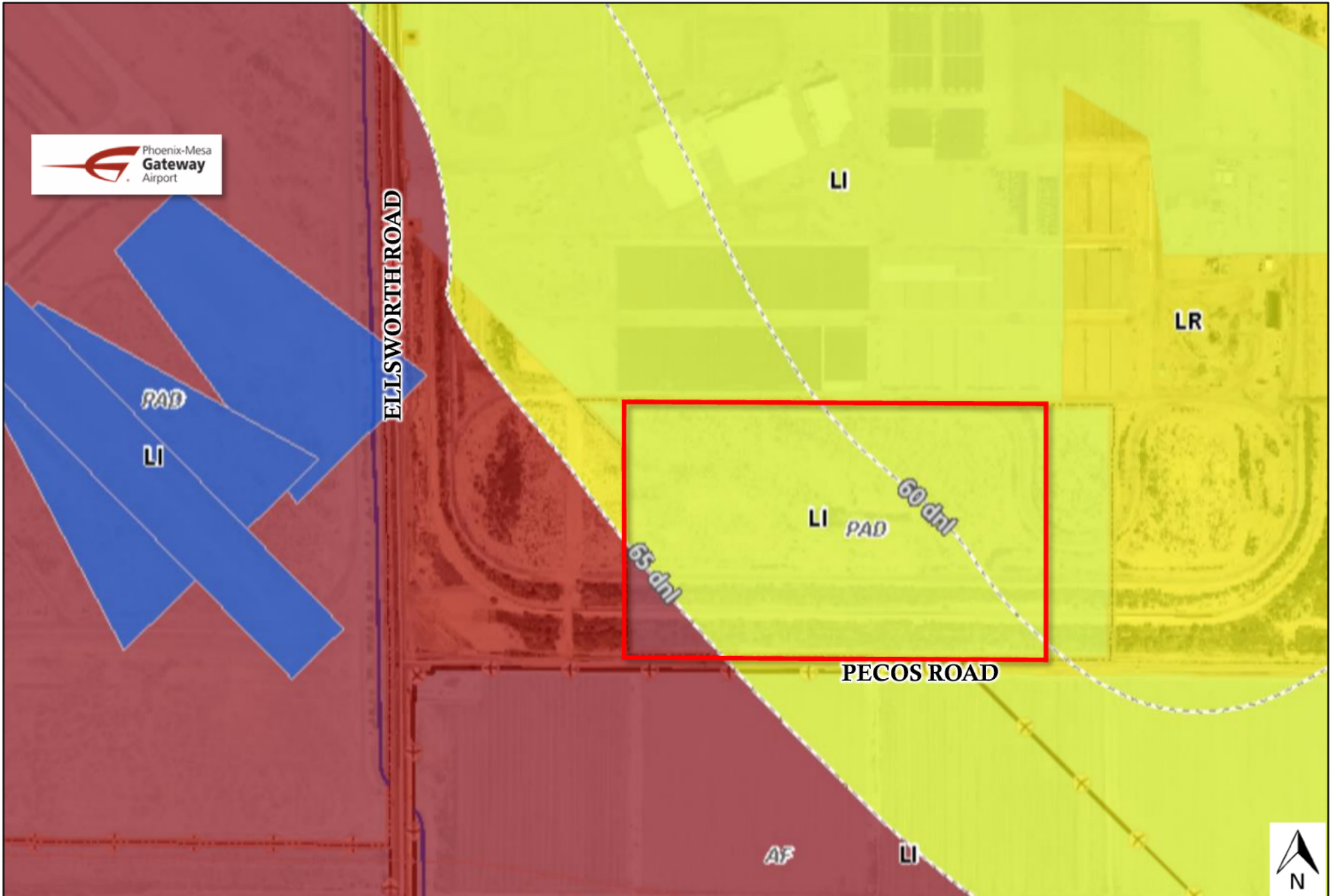
AERIAL MAP



Subject Property

TAB B

ZONING MAP



Subject Property

TAB C

OWNER/DEVELOPER
 DSV REAL ESTATE PHOENIX LLC.
 200 S WOOD AVE, 08830
 ISELIN, NJ 08833
 CONTACT: ZIGA VOVK

ENGINEER
 HILGARTWILSON
 2141 E HIGHLAND AVE SUITE #250
 PHOENIX, AZ 85016
 PHONE: (602) 490-0535
 CONTACT: CASEY WHITMAN

ARCHITECT
 SCALAPLUS
 53 W JACKSON BLVD, SUITE #1462
 CHICAGO, IL 60604
 PHONE: (312) 224-2736
 CONTACT: JOHN MANAVES

SHEET INDEX
 1 SP-1 SITE PLAN - COVER SHEET
 2 SP-2 SITE PLAN
 3 SP-3 SITE PLAN

SITE DATA

CURRENT ZONING: LI-PAD (ZON22-0026B)
 PROPOSED ZONING: LI-PAD
 APN: 313-25-879
 GROSS SITE AREA = 3,789,719 SF, 86.99 ACRES
 NET SITE AREA = 3,621,095 SF, 83.12 ACRES
 MAIN OFFICE (2-STORY) - 15,000 SF X 2 = 30,000 SF
 WAREHOUSE: 1,662,315 SF
 4 SATELLITE OFFICES: 2,580 SF X 4 = 10,320 SF
 TOTAL BUILDING AREA: 1,702,635 SF
 MAX BUILDING HEIGHT ALLOWED: 60'
 PROPOSED BUILDING HEIGHT: 60'
 BUILDING COVERAGE: (1,667,635 SF / 3,789,719 SF) = 44.53%
 OPEN SPACE REQUIRED (1%): 16,876 SF
 PARKING SPACES REQUIRED:
 INDUSTRIAL (1/1500): 1,108
 OFFICE (1/375): 80
 PARKING PROVIDED: (PER LOKAH GROUP 2023 PARKING ANALYSIS)
 420 EMPLOYEE/VISITOR
 HANDICAP PARKING PROVIDED: 8
 BICYCLE PARKING PROVIDED:
 20 LONG TERM
 10 SHORT TERM

SITE PLAN
DSV LEGACY BUSINESS PARK
 9560 E. PECOS ROAD
 MESA, ARIZONA

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 1 SOUTH, RANGE 7 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA

BENCHMARK

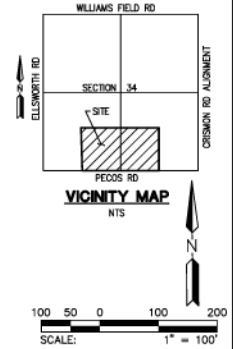
BENCHMARK IS A FOUND CONCRETE NAIL W/ TAG, STAMPED "COM BM", LOCATED AT THE NORTHEAST CORNER OF SIGNAL BUTTE ROAD & WARNER ROAD, CITY OF MESA BENCHMARK ELEVATION: 1453.66' DATUM: NAVD88

BASIS OF BEARING

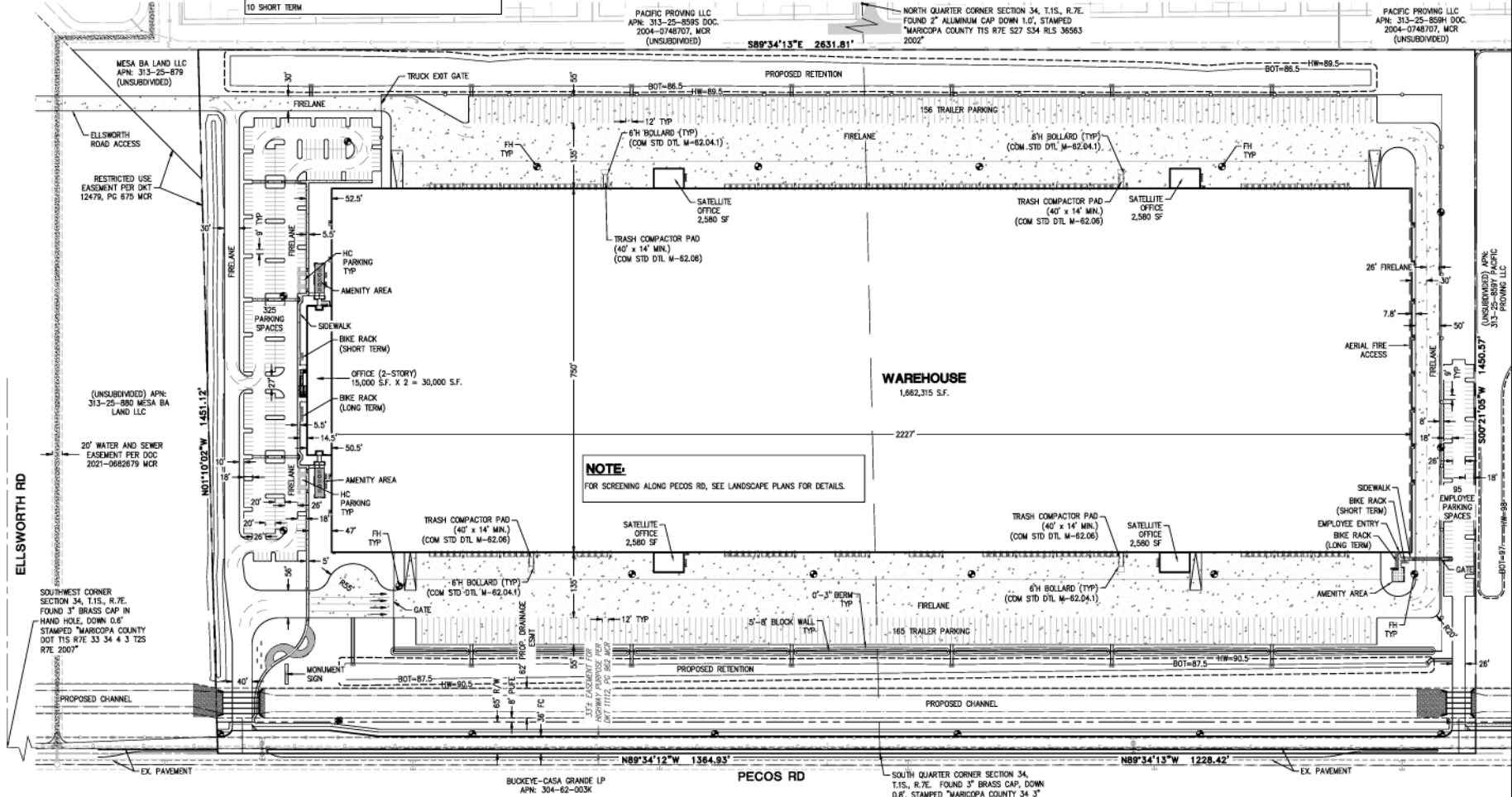
BASIS OF BEARING IS S07°41'42"E ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 1 SOUTH, RANGE 7 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA.

LEGEND

- UTILITY POLE
- GUY ANCHOR
- ELECTRIC PULL BOX
- ELECTRIC CABINET
- LIGHT POLE
- TRAFFIC SIGNAL WITH ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL PULL BOX
- WATER METER
- GAS MARKER
- SEWER CLEAN OUT
- SANITARY SEWER MANHOLE
- WATER BACK FLOW PREVENTER
- FIRE HYDRANT
- MANHOLE (UNKNOWN TYPE)
- TELEPHONE PEDESTAL
- FIBER OPTICS PULL BOX
- GRATE
- STORM DRAIN MANHOLE
- AIR RELEASE VALVE
- WATER VALVE
- GAS VALVE
- FACE OF CURB
- RIGHT OF WAY
- FIRE HYDRANT
- EASEMENT
- PUBLIC UTILITY FACILITY EASEMENT
- CHAIN LINK FENCE
- BARB WIRE FENCE
- BOUNDARY LINE
- EASEMENT LINE
- SECTION LINE
- FIRE TRUCK TURNING RADIUS



PACIFIC PROVING LLC APN: 313-25-859S DOC. 2004-0748707, MCR (UNSUBDIVIDED)
 NORTH QUARTER CORNER SECTION 34, T.1S., R.7E. FOUND 2" ALUMINUM CAP DOWN 1.0', STAMPED "MARICOPA COUNTY ITS RTE 527 S34 RLS 36563 2002"
 PACIFIC PROVING LLC APN: 313-25-859R DOC. 2004-0748707, MCR (UNSUBDIVIDED)



NOTE:
 FOR SCREENING ALONG PECOS RD, SEE LANDSCAPE PLANS FOR DETAILS.

REV: _____

HILGARTWILSON
 P.L.L.C.
 2141 E HIGHLAND AVE, STE. 250 | P: 602.490.0535 | F: 602.388.5426
 PHOENIX, AZ 85016
 www.hilgartwilson.com



DSV LEGACY BUSINESS PARK
 9560 E. PECOS ROAD
 MESA, ARIZONA

SITE PLAN - COVER SHEET

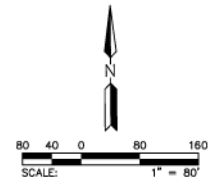
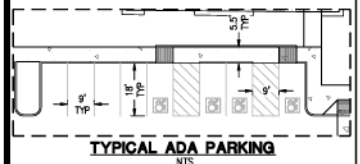
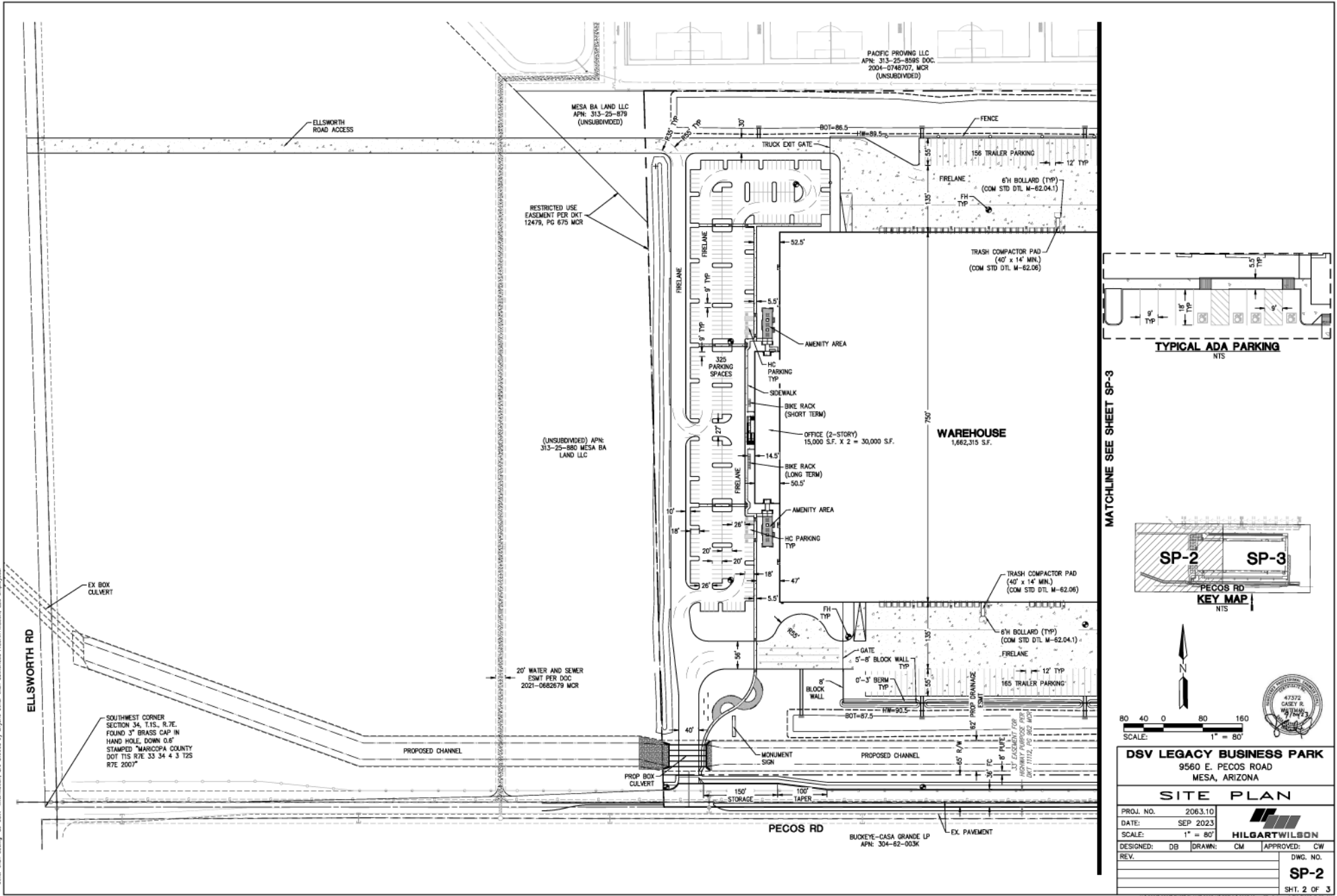
HILGARTWILSON
 PROJ NO.: 2063.10
 DATE: SEP 2023
 SCALE: 1" = 100'
 DRAWN: CM
 DESIGNED: DB
 APPROVED: CM

DWG. NO.
SP-1

SHT. 1 OF 3

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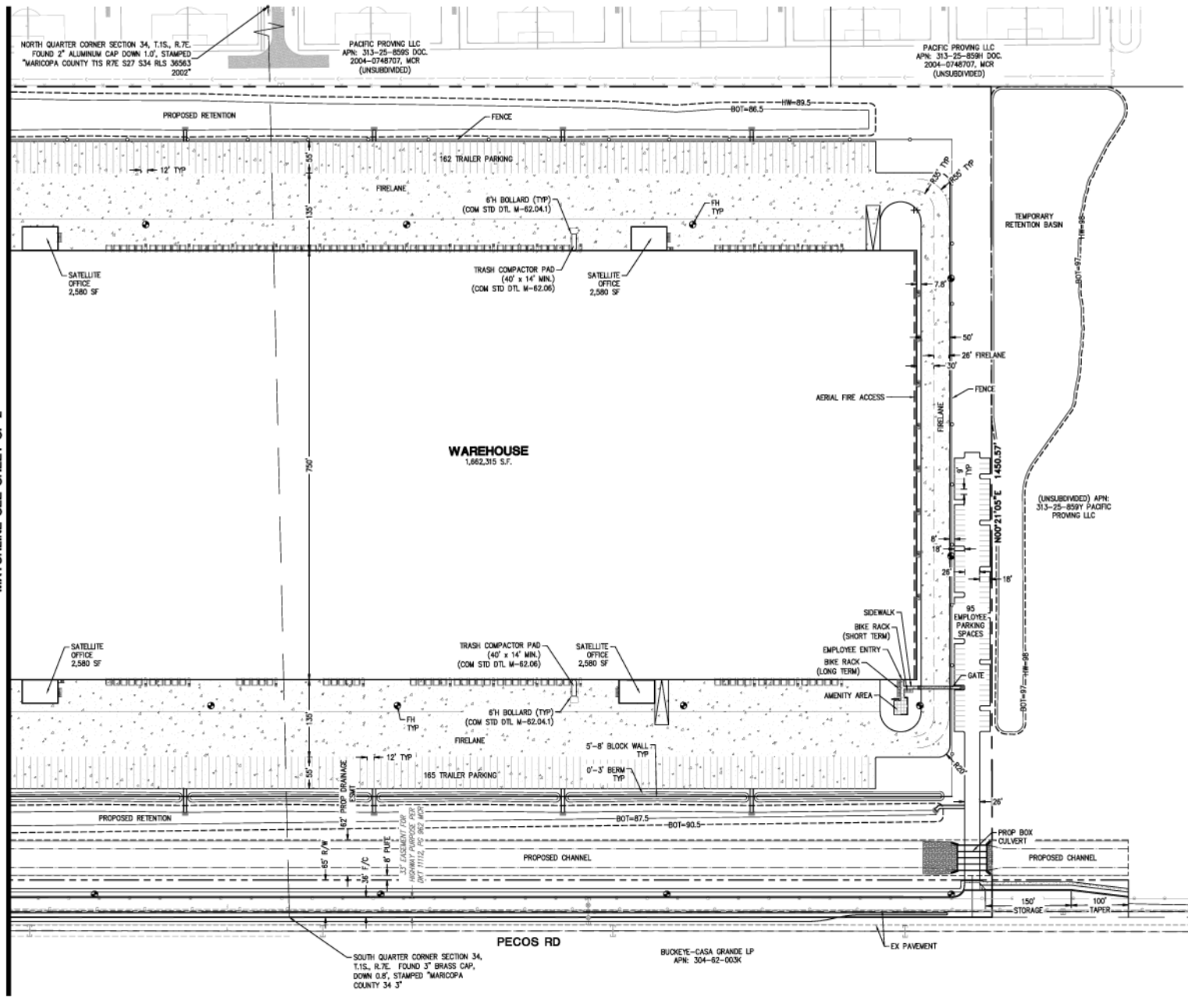
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DSV LEGACY BUSINESS PARK 9560 E. PECOS ROAD MESA, ARIZONA					
SITE PLAN					
PROJ. NO.	2063.10	 HILGARTWILSON			
DATE	SEP 2023				
SCALE:	1" = 80'				
DESIGNED:	DB	DRAWN:	CM	APPROVED:	CW
REV.					
				DWG. NO.	SP-2
				SHT. 2 OF 3	

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MATCHLINE SEE SHEET SP-2



NORTH QUARTER CORNER SECTION 34, T.1S., R.7E.
FOUND 2" ALUMINUM CAP DOWN 1.0', STAMPED
"MARICOPA COUNTY T1S R7E S27 S34 RLS 36563
2002"

PACIFIC PROVING LLC
APN: 313-25-8596 DOC.
2004-0748707, MCR
(UNSUBDIVIDED)

PACIFIC PROVING LLC
APN: 313-25-8598 DOC.
2004-0748707, MCR
(UNSUBDIVIDED)

WAREHOUSE
1,662,315 S.F.

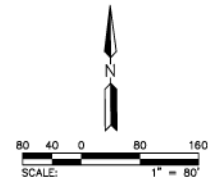
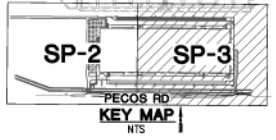
SATELLITE OFFICE
2,580 SF

TRASH COMPACTOR PAD
(40' x 14' MIN.)
(COM STD DTL M-62.06)

SATELLITE OFFICE
2,580 SF

TRASH COMPACTOR PAD
(40' x 14' MIN.)
(COM STD DTL M-62.06)

SATELLITE OFFICE
2,580 SF

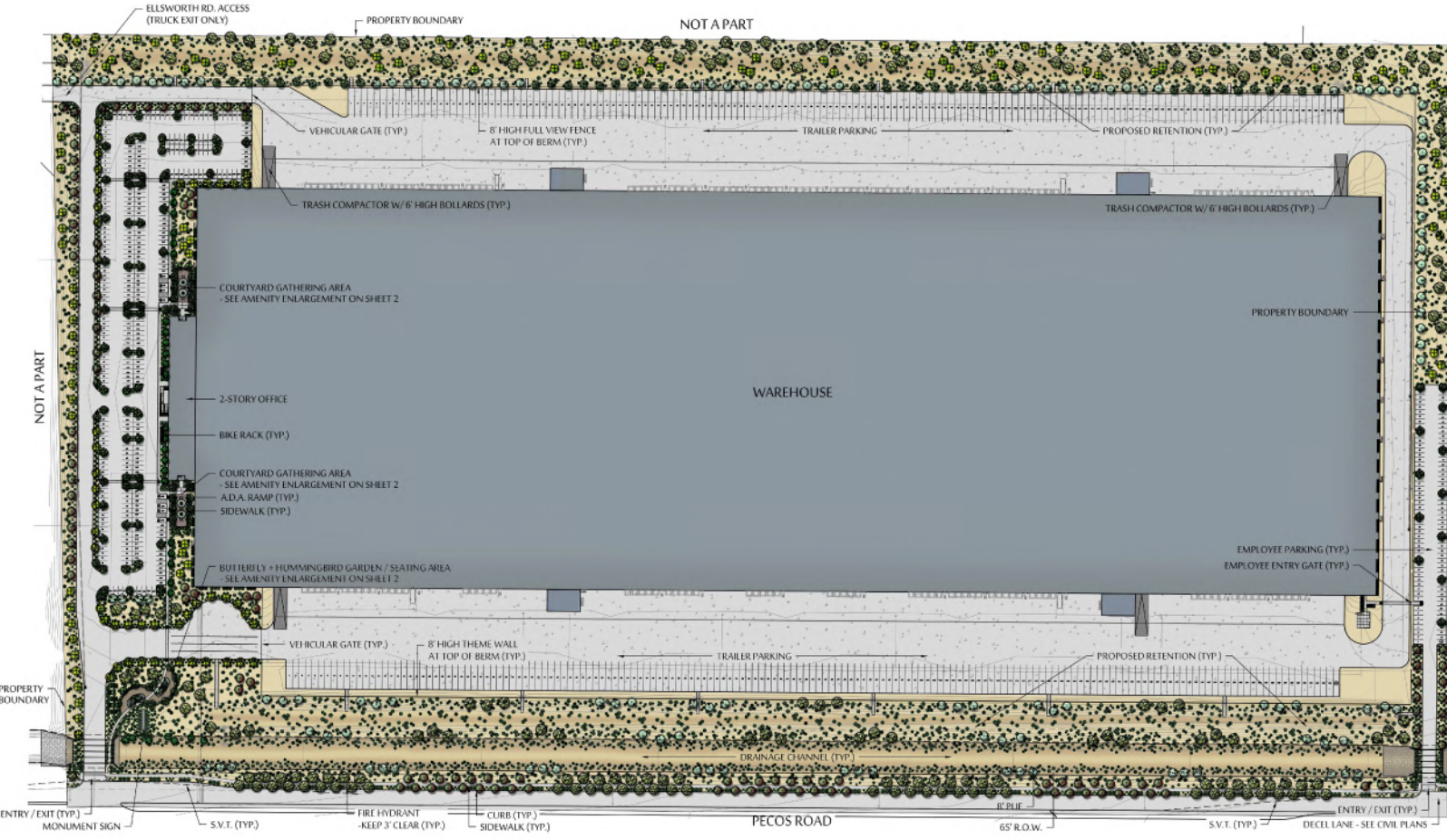


DSV LEGACY BUSINESS PARK
9560 E. PECOS ROAD
MESA, ARIZONA

SITE PLAN

PROJ. NO.	2063.10	
DATE	SEP 2023	
SCALE:	1" = 80'	HILGARTWILSON DESIGNED: DB DRAWN: CM APPROVED: CW
REV.		
		DWG. NO.
		SP-3
		SHT. 3 OF 3

TAB D



PLANT LEGEND

SYMBOL	BOTANICAL NAME - COMMON NAME - QUANTITY	SIZE
TREES		
	ACACIA ANEURA - MULGA ACACIA - 135	24" BOX
	ACACIA SALICINA - WILLOW ACACIA - 191	24" BOX
	CAESALPINIA CACALACO - CASCALOTE 'SMOOTHIE' - 162	24" BOX
	PISTACIA CHINENSIS - CHINESE PISTACHE - 120	24" BOX
	PISTACIA LENTISCUS - MASTIC TREE - 30	36" BOX
	QUERCUS VIRGINIANA - SOUTHERN LIVE OAK - 147	24" BOX
SHRUBS		
	BOUGAINVILLEA SPP. - BOUGAINVILLEA - 42	5 GAL
	CAESALPINIA PULCHERRIMA - RED BIRD OF PARADISE - 430	5 GAL
	EREMOPHILA GLABRA SSP. CARNORA - WINTER BLAZE - 173	5 GAL
	EREMOPHILA HYGROPHANA - BLUE BELLS - 716	5 GAL
	EREMOPHILA MACULATA 'VALENTINE' - VALENTINE BUSH - 124	5 GAL
	JUSTICIA SPICIGERA - MEXICAN HONEYSUCKLE - 71	5 GAL
	LEUCOPHYLLUM FRUTESCENS - TEXAS RANGER - 417	5 GAL
	OLEA EUROPAEA 'MONTRA' - LITTLE OLLIE - 187	5 GAL
	SENNA ARTEMISOIDES - FEATHERY SENNA - 318	5 GAL
	SIMMONDSIA CHINENSIS 'JOJOBA' - 375	5 GAL
	TECOMA X 'LYDIA' - LYDIA TECOMA - 436	5 GAL
ACCENTS		
	AGAVE AMERICANA - CENTURY PLANT - 54	5 GAL
	AGAVE PARRYI - PARRY'S AGAVE - 20	5 GAL
	ALOE VERA - MEDICINAL ALOE - 60	5 GAL
	BOUTELOUA GRACILIS - BLONDE AMBITION GRASS - 725	5 GAL
	DASYLIRION WHEELERI - DESERT SPOON - 495	5 GAL
	HESPERALOE PARVIFLORA - RED HESPERALOE - 657	5 GAL
	MUHLENBERGIA RIGENS - DEER GRASS - 630	5 GAL
	PORTULACARIA AFRA - ELEPHANT FOOD - 111	5 GAL
GROUND COVERS		
	BAILEYA MULTIRADIATA - DESERT MARIGOLD - 295	5 GAL
	EREMOPHILA GLABRA - OUTBACK SUNRISE - 578	5 GAL
	LANTANA MONTEVIDENSIS - PURPLE TRAILING LANTANA - 256	5 GAL
	LANTANA X 'NEW GOLD' - NEW GOLD LANTANA - 218	5 GAL
	SPHAGNETICOLA TRILOBATA - YELLOW DOT - 344	5 GAL
	1/2" SCREENED DECOMPOSED GRANITE - COLOR 'PAINTED DESERT' - DG TO BE INSTALLED AT 2" DEPTH MINIMUM IN ALL LANDSCAPE AREAS. CONTRACTOR TO VERIFY EXISTING DEVELOPMENT DG SIZE AND COLOR PRIOR TO PURCHASING AND INSTALLING.	752.574 SQ.FT.

STREET FRONTAGE LANDSCAPE CALCULATIONS

PER MZO TABLE 11-33-3-A GUIDELINES:
(1) TREE & (6) SHRUBS PER 25' REQUIRED

TOTAL STREET FRONTAGE = 2,492 LN. FT.
TREES REQUIRED: 100
SHRUBS REQUIRED: 415

TREES PROVIDED: 123
SHRUBS PROVIDED: 531

OPEN SPACE LANDSCAPE CALCULATIONS

PER MZO TABLE 11-33-2-F GUIDELINES:

TOTAL OPEN SPACE AREA = 9,735 SQ. FT.
50% LIVE PLANT MATERIAL REQUIRED = 4,868 SQ. FT.

TOTAL PROVIDED = 5,328 SQ. FT.
PERCENTAGE PROVIDED = 55%

- NOTES:**
1. DUE TO PLANT MATERIAL AVAILABILITY, SUBSTITUTIONS FOR PLANT MATERIAL LISTED ABOVE MAY BE USED. ANY ALTERNATES OR SUBSTITUTIONS MUST BE ON THE ADNR/LOW WATER USE PLANT LIST.
 2. SUB-SPECIES OR HYBRIDS OF PLANT MATERIAL LISTED ABOVE MAY BE USED AS ALTERNATES/SUBSTITUTIONS.
 3. ADDITIONAL PLANT MATERIAL MAY BE ADDED TO THE LIST ABOVE DUE TO UTILITY COMPANY OR H.O.A. REQUESTS AND/OR PLANTING RESTRICTIONS WITHIN UTILITY EASEMENTS.
 4. NO TREES TO BE LOCATED WITHIN THE P.U.E. OR ANY OTHER NOTED EASEMENTS.

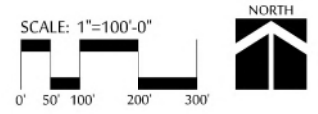


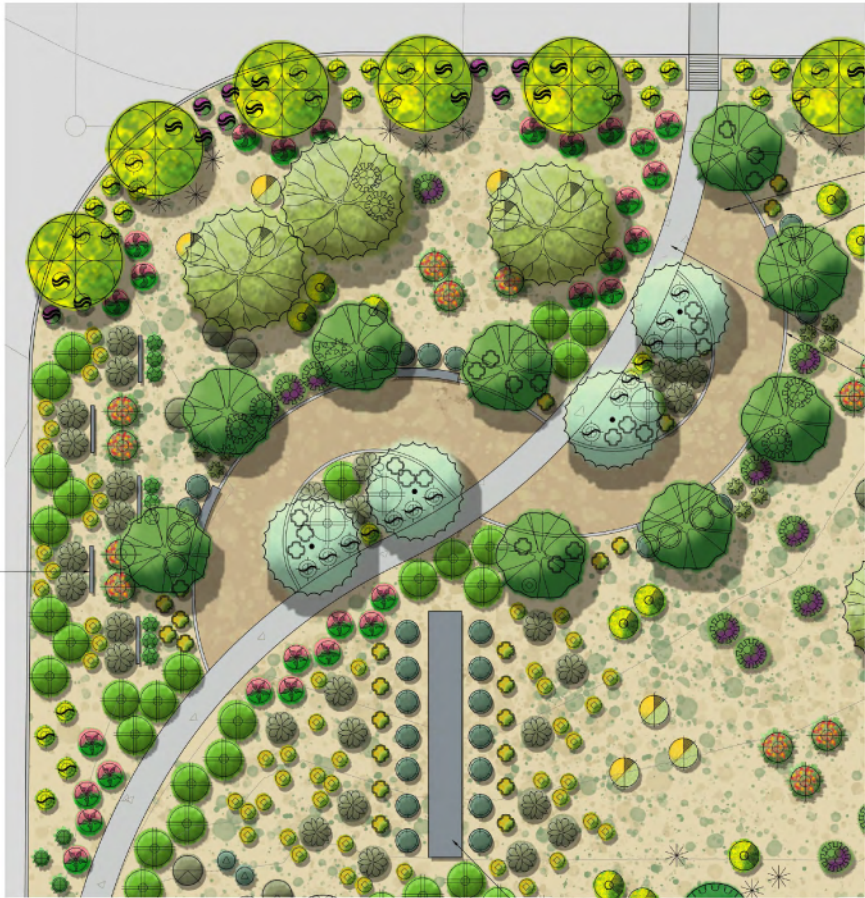
DSV LEGACY BUSINESS PARK

PRELIMINARY LANDSCAPE PLAN

9560 E. PECOS ROAD - MESA, AZ
SEPTEMBER 12, 2023

SHEET: L1





ACCENT WALL (TYP.)

STABILIZED 1/4" MINUS
DECOMPOSED GRANITE TRAIL (TYP.)
SEAT WALL (TYP.)

CONCRETE TRAIL (TYP.)
6" CONCRETE HEADER (TYP.)

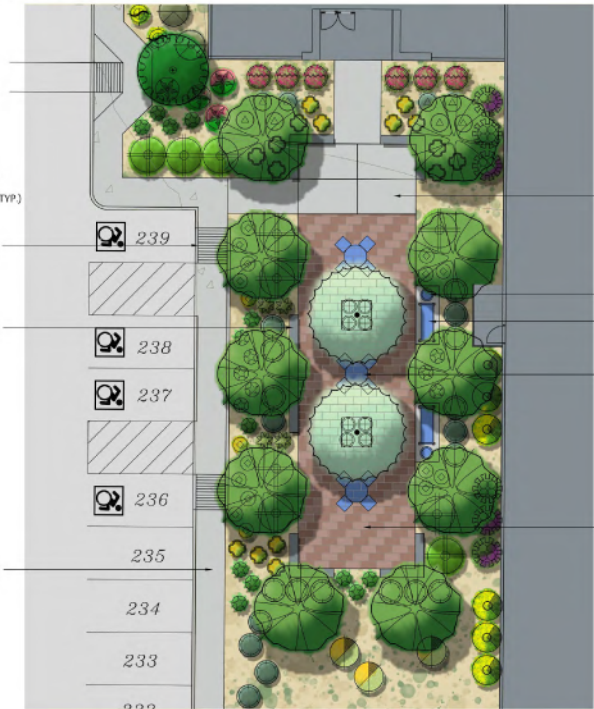
A.D.A. RAMP (TYP.)

SEAT WALL (TYP.)

SIDEWALK (TYP.)

MONUMENT SIGN

BUTTERFLY + HUMMINGBIRD GARDEN / SEATING AREA



SCORED CONCRETE (TYP.)

TRASH RECEPTACLE (TYP.)

BENCH (TYP.)

PICNIC TABLE (TYP.)

ENHANCED PAVERS (TYP.)

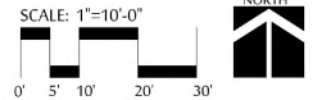
COURTYARD GATHERING AREA (TYP.)

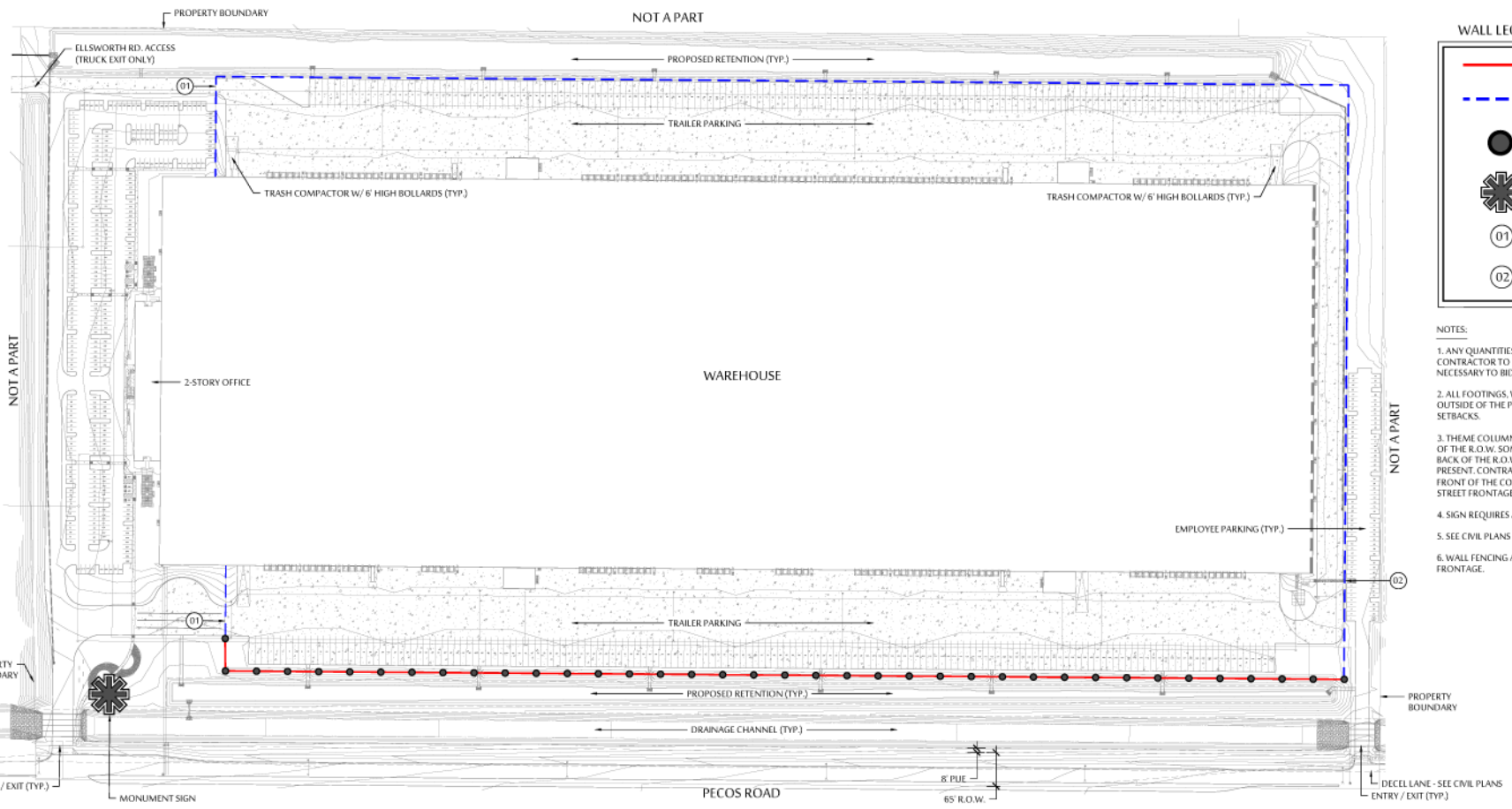


DSV LEGACY BUSINESS PARK PRELIMINARY AMENITY ENLARGEMENTS

9560 E. PECOS ROAD - MESA, AZ
SEPTEMBER 12, 2023

SHEET: L2





WALL LEGEND

	8' HT. PRIMARY THEME WALL - SEE DETAIL 'B' ON SHEET L4
	8' HT. FULL VIEW FENCE - SEE DETAIL 'A' ON SHEET L4
	PROJECT THEME COLUMNS
	PROJECT ENTRANCE/SIGN MONUMENT
	VEHICULAR GATE
	PEDESTRIAN ACCESS GATE

NOTES:

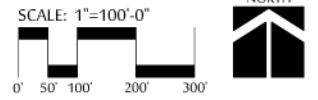
1. ANY QUANTITIES SHOWN ON THIS SHEET ARE FOR CONVENIENCE ONLY. CONTRACTOR TO UTILIZE THE FINAL SITE PLAN TO VERIFY ALL QUANTITIES NECESSARY TO BID AND INSTALL WALLS, COLUMNS AND FENCING.
2. ALL FOOTINGS, WALLS, FENCES AND THEME COLUMNS ARE TO BE LOCATED OUTSIDE OF THE P.U.E., R.O.W., SIGHT VISIBILITY TRIANGLES AND FRONT YARD SETBACKS.
3. THEME COLUMNS AND/OR ENDS OF WALLS ARE TO BE 25'-0" OFF THE BACK OF THE R.O.W. SOME THEME COLUMNS MAY HAVE TO BE LOCATED 30' OFF THE BACK OF THE R.O.W. WHERE SIGHT VISIBILITY TRIANGLE EASEMENTS ARE PRESENT. CONTRACTOR TO INSTALL 6'X6" CONCRETE HEADER FROM THE FRONT OF THE COLUMN (OR END OF WALL) TO THE BACK OF THE SIDEWALK OR STREET FRONTAGE CURB.
4. SIGN REQUIRES A SEPARATE PERMIT. DETAILS ARE FOR INFORMATION ONLY.
5. SEE CIVIL PLANS FOR RETAINING WALL LOCATIONS.
6. WALL FENCING ALONG PECOS ROAD TO HAVE UNDULATING BERMS ALONG FRONTAGE.



DSV LEGACY BUSINESS PARK
PRELIMINARY WALL PLAN

9560 E. PECOS ROAD - MESA, AZ
SEPTEMBER 12, 2023

SHEET: L3





A 8' FULL VIEW FENCING ALL OTHER FENCING

SCALE: 3/8" = 1' - 0"



B 8' WALL WITH BERMS ALONG PECOS ROAD

SCALE: 3/8" = 1' - 0"



DSV LEGACY BUSINESS PARK
PRELIMINARY WALL ELEVATIONS

9560 E. PECOS ROAD - MESA, AZ
SEPTEMBER 12, 2023

SHEET: L4

TAB E



DSV





TAB F

General Design

DSV's logistics facilities across the globe share a clear and modern aesthetic, utilizing white and gray tones with textural variety to achieve a dynamic design. The façade of this facility will follow this strategy and will be constructed with tilt-up concrete panel, architectural metal and glass, utilized in a variety of ways to express the various uses of the facility.

Massing and Scale

Throughout the facility, a variety of concrete textures, colors, patterns, glazing, and architectural metals are used to enhance key functions and provide articulation to the facility. The building's mass and scale are in keeping with existing and anticipated developments in the area, which will be primarily industrial and manufacturing in nature.

Facing west towards arriving visitors, the main office building projects from the warehouse. Long bands of glazing break up the textured concrete panels and connect to a double high central atrium protected with anodized aluminum louvers which mark the primary entrance. Where the office building meets the warehouse and in the same location to the east, the elevation of the warehouse building is reduced, and the concrete is finished in a light gray. In this way, the office portion is further highlighted.

The north and south elevations include the loading docks and satellite offices. A systematic approach to the organization of building elements allows for variety to be created in the elevation while reinforcing the function of the facility. The asymmetrical location of windows in the warehouse façade creates visual interest without limiting interior planning. This is further reinforced by the application of a dark gray color, and relief in the parapet. Where the satellite offices meet the warehouse, a grey color is applied to the concrete. This added color extends horizontally to include all the loading dock bays, differentiating the loading areas from the main building elevation.

Wall Articulation

The facilities facades are designed in a way to create visual interest and human scale through the systematic application of building elements.

Changes in plane are created by the projection of the office facilities from the main elevations of the warehouse.

Changes in texture and pattern are created through reveals in the concrete panels. In this way, a high quality and resilient building material can be utilized throughout to create a dynamic façade with shadows and highlights constantly changing with the sun.

Glazing is applied on all elevations to emphasize key program and building entrances. On the east and west elevations, bands of glazing are applied at the office locations. On the north and south elevations, glazing is applied to the warehouse in an asymmetrical way to ensure visual diversity without restricting interior planning. On the satellite offices the glazing is organized in bands to match the main office and maximize visibility of the loading areas.

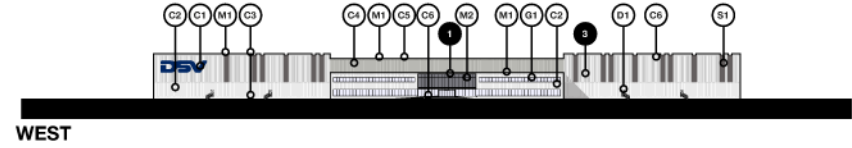
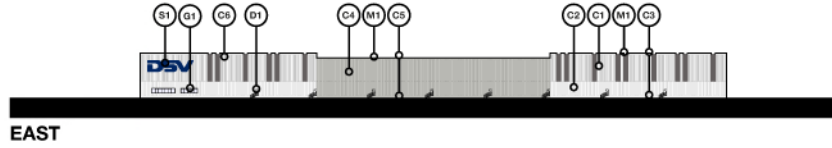
Roof articulation

Roof articulation is provided through the reduction of the parapet height across all facades. Where office facilities meet the warehouse, the parapet elevation is reduced by 10% of the overall building height. An additional level of articulation is achieved by reducing the parapet height by 2' in correlation with the placement of a clerestory window, or gray highlight bands on the east and west.

Materials and Colors

The facility will be constructed of durable high-quality materials which are appropriate for the climate and minimize long term maintenance.

A color palette of white and gray tones is employed to provide visual contrast between facility functions and building elements, while DSV's trademark blue color will be used for signage on all elevations.



Material Schedule		
Key/Material	Finish / Color	Location
G1	Precast Concrete - Texture 1	White - All Elevations
G2	Precast Concrete - Texture 2	White - All Elevations
G3	Precast Concrete - Smooth	White - Base & Top - All Elevations
G4	Precast Concrete - Texture 2	Grey - All Elevations
G5	Precast Concrete - Smooth	Grey - Base & Top - All Elevations
G6	Precast Concrete - Smooth	Dark Grey - All Elevations
G7	Precast Concrete - Smooth	Dark Grey - Architectural Finish
G8	Precast Concrete - Smooth	Dark Grey - Employee Entrances - Monumental Stairs
G9	Insulation Glazing	Clear - Low E Coated - All Elevations
D1	Doors	To Match Adjacent Elevation - All Elevations
S1	Signage	DSV Blue - Anodized Aluminum - All Elevations
M1	Mesa Parapet Cap	To Match Adjacent Elevation - Continuous along all parapets
M2	Summitum Exterior Louvers	Black - Anodized Aluminum - Main Office Atrium Curtnet wall

North		
Key/Material	Square Feet	%
G1	48,900	38.21%
G2	6,402	5.00%
G3	4,833	3.76%
G4	20,494	15.92%
G5	6,090	4.76%
G6	6,261	4.88%
G7	7,264	5.67%
D1	18,194	14.20%
S1	503	0.39%
M1	4	0.00%
Total	128,116	100.00%

East		
Key/Material	Square Feet	%
G1	12,303	29.61%
G2	7,724	18.69%
G3	2,265	5.46%
G4	13,624	32.73%
G5	1,700	4.31%
G6	2,805	6.14%
G7	303	0.73%
D1	207	0.50%
S1	603	1.21%
M1	4	0.00%
Total	41,556	100.00%

South		
Key/Material	Square Feet	%
G1	48,627	37.85%
G2	6,263	4.93%
G3	4,833	3.76%
G4	20,292	15.84%
G5	6,090	4.75%
G6	6,478	5.06%
G7	7,441	5.81%
G8	7,460	5.80%
D1	18,194	14.20%
S1	503	0.39%
M1	4	0.00%
Total	128,116	100.00%

West		
Key/Material	Square Feet	%
G1	12,303	29.61%
G2	11,175	26.85%
G3	3,911	9.42%
G4	4,773	11.48%
G5	607	1.44%
G6	2,805	6.11%
G7	433	1.04%
G8	3,776	9.09%
D1	303	0.73%
S1	603	1.21%
M1	4	0.00%
M2	1,425	3.43%
Total	41,556	100.00%

(M1) MATERIAL REFERENCE
 (1) BUILT REFERENCE



DSV LEGACY BUSINESS PARK

EAST OF ELLSWORTH ROAD AND NORTH OF PECOS ROAD
 MESA, ARIZONA

BE 1.R
 RENDERED BUILDING ELEVATIONS
 1" = 75'-0"